



May 27, 2022

Project 221-05555-00

Mr. David Chaisson
360 CAD Services Inc.

Sent via Email to [REDACTED]

**RE: Traffic Impact Statement for Proposed Neighbourhood Café
6319 Chebucto Road, Halifax, NS**

Dear Mr. Chaisson:

This is the Traffic Impact Statement (TIS) that you requested for the Proposed Neighbourhood Café 360 CAD Services Inc. is preparing plans for at 6319 Chebucto Road, Halifax. The project (Figure 1) includes renovation of an existing building to create a 1610 SF neighbourhood café on the north side of Chebucto Road adjacent to a cul-de-sac at the west end of Willow Street.

Parking Conditions in the Area - The section of Willow Street between Dublin Street to the east and the cul-du-sac by Oxford School to the west was visited four times, in order to address HRM concerns for parking, loading (deliveries) and interaction with school drop-off traffic.

1. Photo 1 illustrates parking at the cul-du-sac and Photo 2 shows parking on the north side of Willow Street during a morning when school is in session.
2. School drop-off traffic was observed during the main student arrival time from 8:30 to 9:00 AM. Traffic was light and orderly with no more than two or three vehicles present at one time. There was no congestion at the cul-du-sac or on Willow Street.
3. Photo 3 illustrates parking at the cul-du-sac and Photo 4 shows parking on the north side of Willow Street during early an evening on a weekday. It is expected that business supplies will be delivered before 8:00 AM, after school is dismissed at 3:00 PM, or during the evening.
4. Photos 5 and 6 show parking situations on a Sunday afternoon.



Photo 1 - Parking at cul-du-sac when school is in session.



Photo 2 - Parking at on the north side of Willow Street when school is in session.



Photo 3 - Parking at cul-du-sac on a weekday evening.



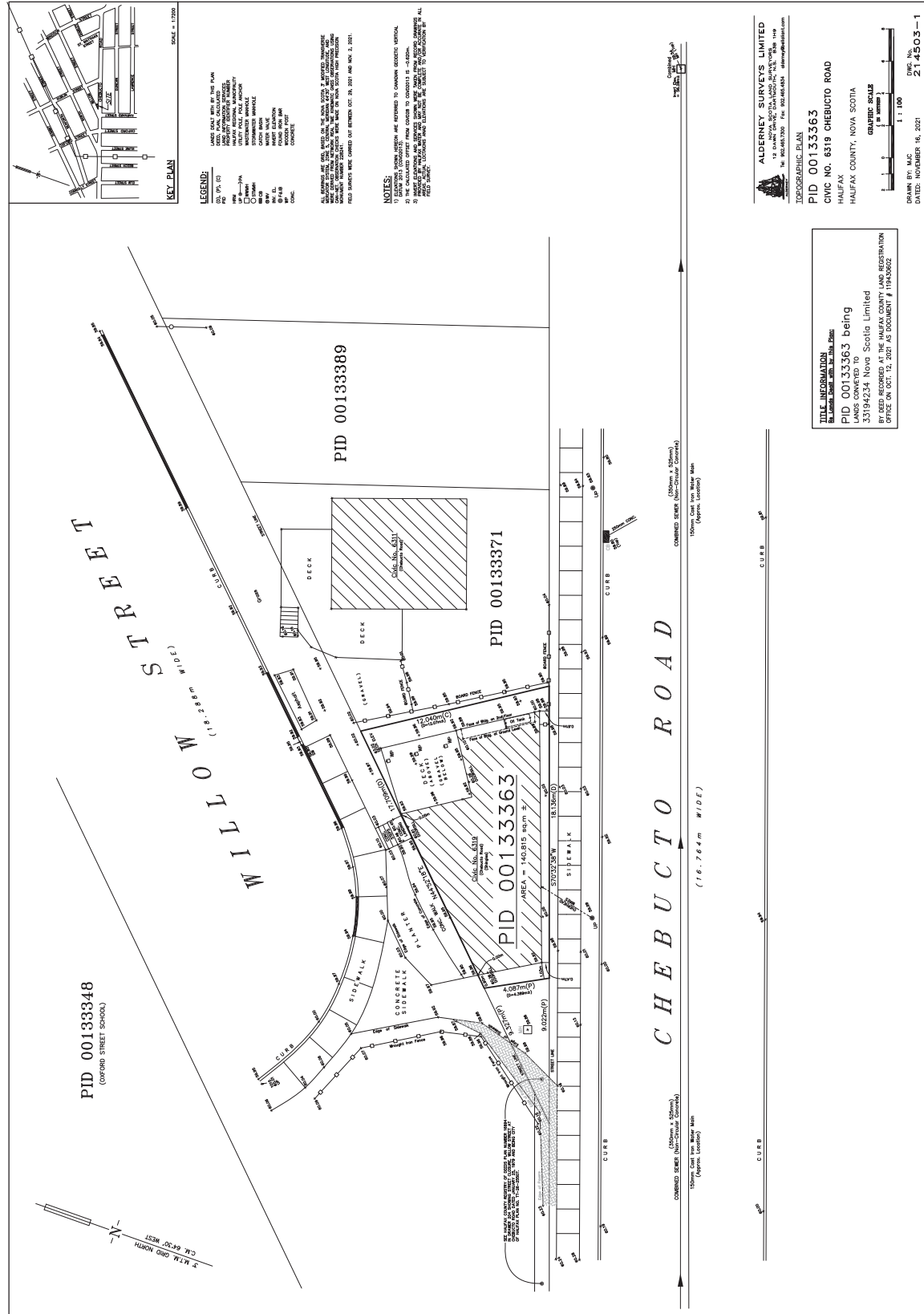
Photo 4 - Parking on the north side of Willow Street on a weekday evening.



Photo 5 - Parking at cul-du-sac on a Sunday afternoon.



Photo 6 - Parking on the north side of Willow Street on a Sunday afternoon.



Summary of Parking in the Area - The following parking opportunities are available near or adjacent to the site:

1. Harvard Street south of Chebucto Road - 15 minute parking on both sides 8 AM to 4 PM Monday to Friday and without time restrictions during late weekday afternoons, evenings, and weekends. A Rectangular Rapid Flashing Beacon (RRFB) crosswalk provides easy crossing of Chebucto Road.
2. Chebucto Road north side - anytime except 8 AM to 4 PM Monday to Friday
3. Chebucto Road south side - anytime except 7 AM to 9 AM Monday to Friday
4. Willow Street - anytime early morning, late afternoon, evenings and weekends when school is not in session (Photos 3 to 6).

Delivery Vehicles - Vehicles that make deliveries to the site or remove trash from the site will be scheduled between 7:00 AM and 8:00 AM or after 4:00 PM to avoid any potential impacts with school related vehicle or pedestrian trips.

Trip Generation - Trip generation estimates have been prepared (Table 1) for the proposed 1610 SF neighbourhood café using published trip generation rates and equations from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021. Also, since the café is in the Halifax Regional Centre area, trip estimates have been reduced by 50% to account for anticipated high percentages of non-auto trips. After adjusting for non-auto trips, it is estimated that the café will generate 2 two-way vehicle trips (1 entering and 1 exiting) during the AM peak hour and 9 two-way trips (5 entering and 4 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for Proposed Neighbourhood Café									
Land Use ¹	Units ²	Trip Generation Rates ¹				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Fast Casual Restaurant (Land Use 930)	1.610 KGFA	AM T=1.43(X) (50% in / 50% out) PM T=12.55(X) (55% in / 45% out)				1	1	11	9
50% Reduction for Non-Auto Trips ⁴						n/a	n/a	6	5
Adjusted Vehicle Trip Generation Estimate ⁴						1	1	5	4
NOTES: 1. Equations are for Land Use Code 930, <i>Trip Generation, 11th Edition</i> , Institute of Transportation Engineers, 2021. 2. Units are Gross Floor Area x 1000.. 3. Trips generated are 'vehicles per hour for peak hours'. 4. Auto trips have been reduced by 50% since this is a neighbourhood café in the Halifax Regional Centre.									

Summary -

1. The proposed project includes renovation of an existing building to create a 1610 SF neighbourhood café on the north side of Chebucto Road adjacent to a cul-de-sac at the west end of Willow Street.
2. Multiple site visits to Willow Street between Dublin Street to the east and the cul-du-sac by Oxford School to the west indicated that traffic was light and orderly with no more than two or three vehicles present at one time and there was no congestion at the cul-du-sac or on Willow Street during student drop-off from 8:30 AM to 9:00 AM.
3. The following parking opportunities are available adjacent to or near the site:
 - There is significant available on-street parking on Willow Street during early morning, late afternoon, evenings and weekends when school is not in session;
 - 15 minute parking on both sides of Harvard Street 8:00 AM to 4:00 PM on weekdays and without time restrictions during late afternoon weekdays and on weekends;
 - weekends and late afternoon on weekdays on the north side of Chebucto Road;
 - weekends and after 9:00 AM on weekdays on the south side of Chebucto Road.

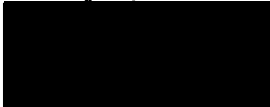
4. A Rectangular Rapid Flashing Beacon (RRFB) crosswalk on Chebucto Road just east of Harvard Street will provide easy crossing for those who may park on Harvard Street or the south side of Chebucto Road.
5. After the adjusting for 50% non-auto trips, it is estimated that the neighbourhood café will generate 2 two-way vehicle trips (1 entering and 1 exiting) during the AM peak hour and 9 two-way trips (5 entering and 4 exiting) during the PM peak hour.

Conclusions -

6. There are many available parking opportunities near the site, except during AM and PM peak hours. However, since this is a neighbourhood café and significant percentages of clientele are expected to walk, roll or cycle from adjacent areas, parking is not expected to be cause for concern.
7. The very low numbers of vehicle trips that may be generated by this site are not expected to have any impact on school related trips.
8. The very low numbers of peak hour vehicle trips generated by the site are not expected to have any noticeable impact to the performance of adjacent streets, intersections, or the regional street network.

If you have any questions, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

Sincerely;



Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.

